GENERAL RAILWAY SIGNAL COMPANY

SEMAPHORE

A UNIT OF GENERAL SIGNAL CORPORATION

ROCHESTER 2, NEW YORK — MAY, 1964

H. Strickland Joins GRS As Executive Vice President

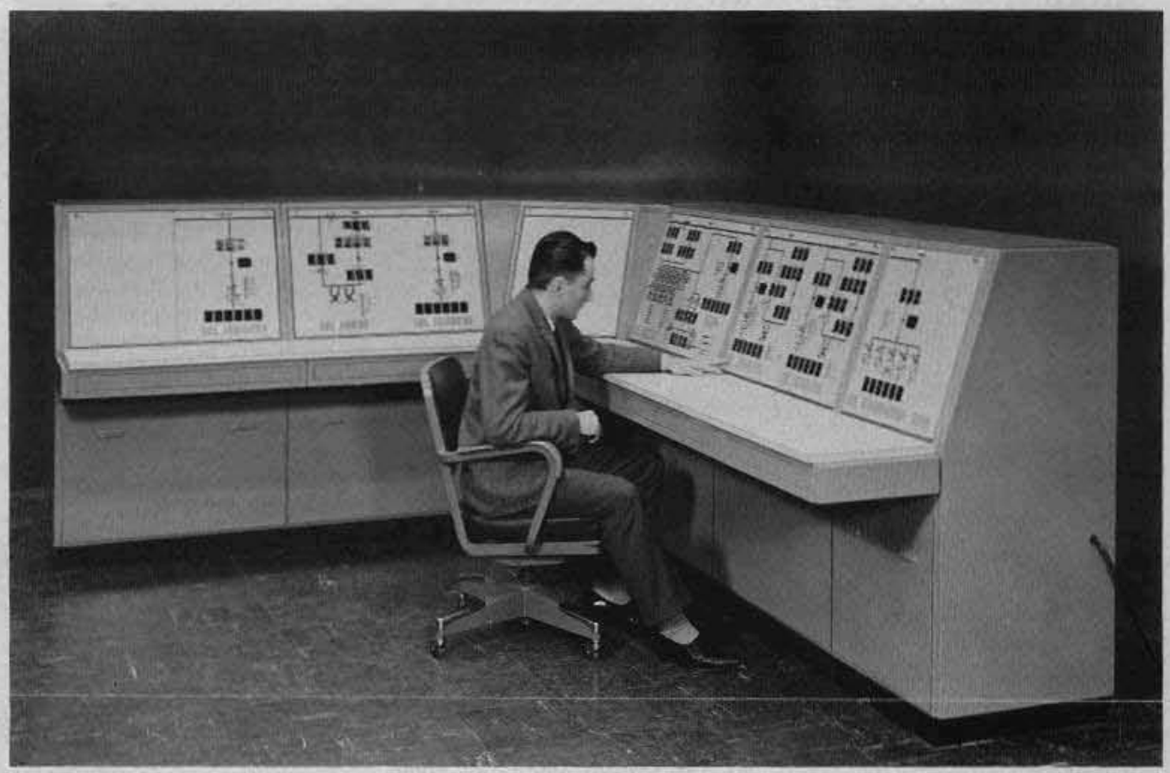
Harold A. Strickland, Jr., has joined the General Signal Corporation as excutive vice president, a new position, board chairman Nathan R. Owen announced recently. He was also elected a director of the company and member of the executive committe. From his New York City headquarters office at 630 Fifth Avenue, Mr. Strickland

will supervise operations at nine General Signal plants in the U. S. and Canada.

Mr. Strickland brings a total of twenty-three years of executive management experience to his new assignment. Prior to joining General Signal he was vice president and general manager of the Industrial Electronics Division of General Electric Company, where he directed operations of five departments employing 15,000 people in eleven plants. Under his supervision were the computer, x-ray, instrument, industry control and specialty control departments.

In 1950, Mr. Strickland began his service with General Electric Company as an executive engineer with the Hotpoint Division. He later became vice president of engineering at Hotpoint, responsible for all product research, development and design of such appliances as ranges, freezers, refrigerators, air conditioners, water heat-

(Continued from page 2)



AT THE CONTROLS—Bill Lucas, Pacific Petroleum Pipeline Company, sits at the control machine which we recently delivered to the Canadian Company.

GRS PL-3 System To Be Installed

This is the modern control machine built for the Pacific Petroleum Pipeline Company by GRS. The last issue of the Semaphore, (Page 1) showed our Control and Telemetry Systems engineers working on some of the other equipment for the modern system.

The control machine will be installed at Empress, Alberta, and should be in operation in about a month, according to Robert W. Smith, C&TS principal engineer. Equipment for the seven field locations should be in operation in two weeks.

The PL-3, a solid state electronic system, will run from Empress, Alberta to Winnipeg, Manitoba, some 600 miles.

Last Call For Bermuda

Don't miss the chance of spending Thanksgiving weekend in Bermuda. Forrest Blood informs us that 86 have already signed up. At the present there's room for three more . . . see Forrest Blood for the details.

Maier, Wickliffe, Lepp

In New GRS D. O. Sales Posts

Albert G. Maier has been appointed Western Manager with offices in Chicago, it was announced recently by Louis T. Freed, Vice President—Sales.

At the same time, Robert K. Wickliffe was named Assistant Eastern Manager at the New York City office, and Eugene C. Lepp was added to the New York sales staff.

Maier joined GRS as a circuit designer in 1945. He was appointed to the New York sales staff in 1954. In 1958, he was named Assistant Eastern Manager, a position he held until his most recent appointment.

Wickliffe joined GRS in 1957 after 20 years of service with the Baltimore and Ohio Railroad. During this period he held various positions in the B&O signaling department.

Lepp associated with GRS as an applications engineer in 1955 after service with the New York Central System, and the Central of Vermont Railway. He is a graduate of Rochester Institute of Technology.

(See photos page two)

GSC Posts Raise In First Quarter

Consolidated net income of General Signal Corporation during the first quarter was $569,523 or 39 cents per share on sales of $12,-354,447, it was anounced recently by P. W. Smith, President.

This compares with net income of $523,426 or 36 cents per share during the first quarter a year ago on sales of $12,294,273.

Mr. Smith said that orders dur-

(Continued on page 2)

THE PRESIDENT'S CORNER

News Notes From Annual Meeting

The Annual Stockholders and Board of Directors Meetings of General Signal Corporation were held in Rochester on April 28, at which time all of the officers of General Railway Signal Company were elected for the ensuing year.

P. W. Smith

At this time, Mr. Nathan R. Owen also announced the appointment of Harold F. Strickland, Jr. as Executive Vice President of General Signal Corporation. Mr. Strickland came from the General Electric Company and will be located in the J. H. Whitney offices in New York. We are looking forward to his close association with our company, as well as with the others in our groups, and we hope he will be a frequent visitor. He brings with him invaluable ideas in marketing and plant operations.

During the afternoon, we had on display some of our Vehicle Traffic Control and Pipeline systems which we have designed and manufactured in the past two years so that the directors and officers might have a first-hand look at the results of our engineering and research in these directions.

The recent, favorable decision on the part of the Courts and the settlement reached during the labor negotiations in which President Lydon B. Johnson had a determining hand, lead to a clarification of the atmosphere surrounding the railway industry. We think these changes, in time, will reflect in a better picture for our incoming business, providing, of course, we can successfully compete in the market.

AAR President Sees Railroads On "Comeback Trail"

Railroads have hit "the comeback trail," the president of the Association of American Railroads declared. The result, he said, should be a steadily improving future for the railroad industry and "steadily improving transportation services for this whole nation of shippers and travelers."

But AAR President, Daniel P. Loomis, addressing the Philadelphia-Camden Railroad Community Committee, coupled a warning with his optimistic view of the railroad future: To continue their postwar progress, U. S. railroads "must be literally turned upside down" to cope with mammoth government development progress for road, air and water facilities now costing $15.6 billion a year. These public outlays for other carriers, he added, "would long ago have railroaded us into extinction had it not been for our technological revolution."

"If government policy-makers cannot or will not equalize competitive cost conditions by granting railroads tax relief and making other carriers pay user charges for the benefits they reap from tax-built facilities, at least they must allow us to carry through changes within our own house." the railroad spokesman said. He cited sound mergers, relief from unrealistic rate regulation and an end to featherbedding work rules as the self-help measures that are indispensable to continued rail transport improvement.

Yet despite public policy handicaps—many of them remnants of an 'era of monopoly in transportation that was long ago ended by Henry Ford and the Wright brothers" — American railroading has achieved a "truly remarkable technological revolution," the AAR president said. This has sprung from the industry's own postwar capital investment program of $18 billion, he added. For the future, the railroad executive held out as a primary industry goal an annual gain in freight traffic equal to the

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Strickland

(Continued from page 1)

ers, washers and dryers. He also served on General Electric's central staff as engineering consultant to all plants of the corporation.

Before that, Mr. Strickland spent twelve years with the Budd Company. Starting as a design engineer upon graduation from college, two years later he was named manager of equipment development for a division which designed and manufactured industrial heat treating and induction heating equipment, and subsequently became manager of engineering and manufacturing. In 1948, Mr. Strickland was appointed to direct engineering activity for the Budd Company's Wheel Division, and was placed in charge of all design work on automotive wheels, hubs, brakes and brake drums.

Mr. Strickland has received sixty-five patents in his own name. He holds degrees in electrical engineering and mechanical engineering from the University of Michigan and an MBA from Harvard University's Graduate School of Business. He is a director of the Electronic Industries Association and a member of the Institute of Electronic & Electrical Engineers.

He, his wife, and their three children live in Mount Kisco, New York. Mr. Strickland is a small boat sailor, and also builds hi-fi and stereo equipment for relaxation.

GSC Posts Raise In First Quarter

(Continued from page 1)

ing the first quarter were 13 percent ahead of a year ago, with all major operating units experiencing increases in orders over the first quarter of 1963. Appliance volume has been particularly good, and the Regina unit recorded the best first quarter sales in its history.

Although there has as yet been no strong recovery in General Signal's railroad business, first quarter orders exceeded shipments. Mr. Smith said that the outlook is improving and that he anticipates an upturn in railroad spending for signaling and control equipment by the end of 1964 or in early 1965.

Welcome Carol

Betty and George Kimble, Jr., Carpenter Shop, welcomed Carol Ann, seven pounds, 12 ounces, born on April 25.

District Offices

(See story on page one)

A. G. MAIER
Western Manager

R. K. WICKLIFFE
Assistant Eastern Manager

E. C. LEPP
Sales Representative

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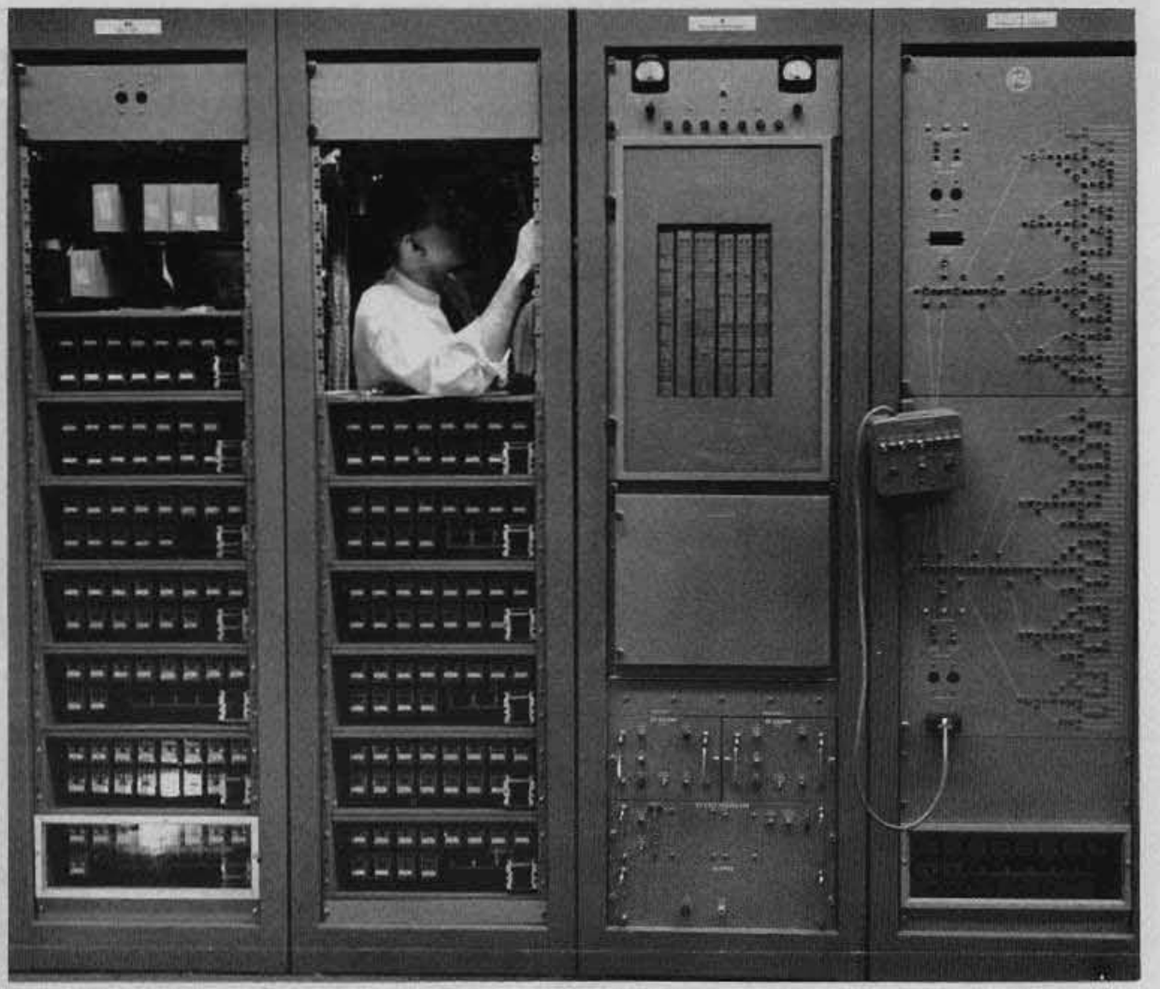
A UNIT OF
GENERAL SIGNAL CORPORATION
Editor ..... RAY M. ELLIS
Contributing Editor ANNE S. O'BRIEN
GENERAL SIGNAL CORPORATION 1964

The New Look From GRS

TUNED IN—Our ultrasonic detectors stand "guard" as an automobile races by.



MAN IN THE FRAME— Joseph Kizinski Research, makes some preliminary adjustments on a new classification yard computer which our company is building for Canadian National Railways' yard at Toronto. The equipment incorporates the use of multiaperature magnetic core devices for automatic control of railroad operation. When completed (in 1965) the yard will be the largest in Canada and one of the largest in the world.

WHERE DO WE GO FROM HERE?—This trained technician knows exactly where he's going as he does some intricate wiring on a case in our Genesee plant.

SURROUNDED—Klaus H. Frielinghaus is encircled by test instruments and prototype GRS equipment in our crowded Research Laboratory.

House To Debate Urban Mass Transit Bill

There's a very important debate shaping up in the House of Representatives on Tuesday and Wednesday, May 26 and 27. Subject of the debate, which has great significance for all of us, is H.R. 3881 Urban Mass Transportation Act.

Appeal for its enactment have been made to Congress by President Lyndon B. Johnson. "Urban mass transportation is one of the most urgent problems facing the nation and this Congress. Efficient transportation systems are essential to our urban communities. The proper mixture of good highways and mass transit facilities should be developed to permit safe, efficient movement of people and goods in our metropolitan centers. I urge early enactment of the Mass Transit Program as basic to the development and redevelopment of our nation's cities."

The Senate acted favorably on the Act. Congressman Albert Rains, co-manager of the Bill, hopes the House will act accordingly.

H.R. 3881 authorizes $500 million (over a three year period) to help unrban communities improve their commuter systems. Two-thirds of the cost of the facilities and the equipment would be shared by the federal government; local and/or state funds would be responsible for the remaining one-third.

You might ask—Why the need for this legislation?

After trying for many years to improve highways and other facilities for the private automobile, it is obvious that the automobile alone cannot possibly supply all urban transportation requirements. The cost of providing enough urban highways to provide the total transportation requirements would be prohibitive.

Furthermore, it would be a grossly uneconomic use of land to provide not only the required highways but also the parking facilities required. This continuing need for mass transportation facilities is especially apparent in the peak hours of travel to and from central business districts and other congested sections of the metropolitan areas. Many urban transportation experts feel that improved transit facilities could attract many patrons and thereby relieve congestion on highways and streets.

DON'T
DROP
DIRT
IN THE
EYES OF
THE MAN
YOU PASS
ON YOUR
WAY UP
THE
LADDER
•
YOU MAY
NEED
HIS
CLEAR
VISION
SOME
DAY
•

AAR President

(Continued from page 2)

three percent yearly increase in over-all U.S. traffic growth. "This is certainly no pie-in-the-sky ob--jective," he said. "In 1962, for the first time in 19 doleful years, the railroads' share of total intercity freight volume stopped declining and leveled off. Last year it increased slightly. This is a wonderful, encouraging sign that our strenuous comeback efforts are indeed finally producing results," the AAR spokesman concluded.

(RPI report, April 29, 1964)

Imperfection

Nature didn't make us perfect, so she did the next best thing: she made us blind to our own faults.

Cop League Titles

NO. 1 LEAGUE—Left to right: Bill Scott, Bob Stacy, Ernie Ravenall, Joe Mangiamele, Captain Walt Smith, seated.

NO. 2 LEAGUE—Left to right: Frank Perno, Ernie Pilcher, Captain Ray Mantel, Omar D. Stowell, Sr., Eddie Trautman.

NO. 3 LEAGUE—Left to right: Charlie Robert, Fran Schaubroeck, Don Sickles, Eddie Trautman, Captain Walt Smith, seated.

Production Grabs No. 1 League Title

Production won the Number 1 league title with a sparkling 847 team average. Team members of the winning team: Captain Walt Smith, Al Shukis, Bob Stacy, Joe Mangiamele, Ernie Ravenall and Bill Scott.

Sales, captained by Dick Jackson, finished in second place, ten points behind the leaders.

Cost five fired a 1010 game good for high single team game. Patent squad tumbled 1001 pins which held up for second high. High three game total was rolled by Sales when they spilled 2776 pins just two pins ahead of Patent's 2774.

Individually, Harry Weiss fired a 654 series and a 265 solo game —good for high three and single game totals for the season.

Charlie Eberhard led individual averages with a 186, followed by Bil Secru 184, and Charlie Andreasen 184.

The hi-lo doubles tournament was won by Charlie Andreasen 650 (217-196-237) and Charlie Lippens 484. The pair with their handicap totaled 1170—highest in several years. Ed Boss 571, and Borden Stewart 581 took second honors with a good 1152 total.

Winding Cops No. 2 League Title

By Bill Derrick

We have a new champion this year. Winding, composed of Ray Mantel, Frank Perno, Ernie Pilcher, Eddie Trautman and Omar Stowell Sr., won by 9½ points over Advertising.

Drafting had the high total of 2654 and Production rolled 960 for high single.

Dick Wolfe finished first with an average of 173, followed by Don Hargrave and Ray Mantel both with 172. Irv Humphrey had the high total of 638 followed by Don Hargrave with 622. Bill Derrick rolled the high single of 258 followed by Earl Rollen with 245.

High-low doubles tourney was won by Dick Hutchinson 527 and Bill Derrick 525. Second place Ernie Pilcher 536 and Jack La Forest 516.

* * *

When rumor and gossip meet, the devil is always delighted to counsel for more of the same.

High-Low Doubles Winners

NO. 2 LEAGUE—Dick Hutchinson, left, and Bill Derrick took the "marbles" with a 1058 total.

NO. 3 LEAGUE—Sam Latone, left, and Bill McConnell won with an 1103 score.

Most Improved Keglers

FROM LEFT—Howie Tyler, Earl Webster, and Earl Rollen were honored as most improved bowlers during 1963-64 season.

Pace No. 1 League

Charlie Eberhard	186
Bill Sercu	184
Charlie Andreasen	184
Vince Delly	178
Ray Stallman	176
Walt Smith	175
Don Hargrave	175
Bill Toomey	175
Clarence Schenk	174
Ernie Ravenall	174

Lead No. 2 League

Dick Wolfe	173
Don Hargrave	172
Ray Mantel	172
Earl Rollen	171
Bill Taylor	170
Chuck Feasel	168
Bill Derrick	168
Bumps Kohlmeier	168
Irv Humphrey	167
Steve Benedick	166

Tops in No. 3 League

Bob Decker	181
Fran Schaubroeck	176
Tony Lucarelli	175
Walt Smith	175
Dick Korhumel	174
Ernie Ravenall	173
Ray Durbin	170
Walt Blue	169
Howie Tyler	168
Jerry Huffman	167

NO. 1 LEAGUE—Chuck Andreasen and Charlie Lippens (retired) rolled 1170 to cop title.

GRS Takes Third

The GRS five, with its best team ever, finished in third place in the fast 16 team Industrial league. Members of the team which compiled a 928 average are: Bill Rybak 188, Charlie Andreasen 188, Bernie VanSice 188, Charlie Eberhard 185, Dick Jackson 180 and Andy Baird 180.

ICC Safety Program Vital To Your Life . . . . Work

The Interstate Commerce Commission has suggested a program that could go a long way toward improving the safety of all motorists. It should have a significant effect on GRS jobs, as well.

The federal agency, after a three year study, has concluded that federal, state, and local governments should pay the major share of the cost of safety protection at rail-highway grade crossings. The Commission took this position because its investigation revealed that the majority of collisions between trains and motor vehicles are caused by the drivers of vehicles.

Much publicity has been given to the 40,000 auto fatalities which happen each year. But few people realize that an average of 3,400 accidents occur annually at the quarter of a million grade crossings that dot the nation's rail lines. The death toll averages high in such accidents with 1,300 victims annually, plus some 3,600 reportable injuries.

That is why the ICC's broad new program and the support which it will surely generate among all who concern themselves with safety is important to you. It may prevent a serious accident or death from striking you or one of your loved ones.

That is why your company continues to push the search for better ways of providing life saving protection at rail-highway crossings.

In 1962 there were almost 3,000 accidents involving train and motor vehicles. In more than one-third of these, the vehicle ran into the side of the train. As surprising as this may be, it is even more alarming that nearly half of these collisions occurred in daylight.

Inattention by motorists is a predominating cause. But it is not just mere laziness on the part of drivers. Higher speeds, roadside advertising signs, other vehicles on congested roads, or the equally dangerous hypnotic pull of the open road. . . yes, and back seat drivers, too, have a distracting effect on the driver.

This is the very reason why GRS researchers have developed new attention arresting warning device. The Supplemental Arresting Signal now in service on West Henrietta Road, as reported in a recent issue of the Semaphore, does just that.

Now GRS has made another significant advance in the rotating as well as flashing aspect crossing signal. Many have remarked about this arresting signal after seeing it in operation as they entered our main gate. We have combined the red signal flasher so that now it is an integral part of the Supplemental Arresting Signal.

This newest warning device strikingly combines the attention capturing features of original "Whirlybeam" concept with the familiar red flashing lights. Thus the motorist's eye is caught and he is made to see and react to an established life-saving warning. Those who have seen the new device will agree that it is powerfully effective in daylight, with the white revolving light noticeable at great distance and gradually fading with the red emerging as one approaches the signal.

This new warning signal may very well fit into the ICC's new program. It is particularly suited to dangerous locations where ground illumination creates confusion and diversion.

In its report, the Commission recommends the creation of an organization . . . either by Congress or through an Executive Order of the President . . . to formulate uniform standards and to make recommendations concerning the protective measures required at grade crossings. Such an organization would be headed by a top ranking government official and logically would consist of representatives of Government, industry, labor, state officials, and others with direct interest and experience such as GRS) in improved protection at rail-highway crossings.

Since 1951, the nation's railroads have spent nearly $500 million to install and maintain safety devices at 42,000 crossings. But. according to railroad spokesmen, there are still 183,000 crossings which lack signals, and the public must participate in the cost of protecting a selected number.

GRS employees have taken justifiable pride in the very sizeable and important contributions to public safety which their efforts have made possible in the past. With the rising need and the increasing public interest which the ICC program suggests, GRS workers through their efforts will continue to save the lives of others in the driver's seat.

T. P. Marple Active In IEEE Affairs

Tom Marple, Sales Engineer, was recently appointed Secretary, New York City Land and Transportation Section of the Institute of Electronic and Electrical Engineers.

In his new post, Marple will arrange for speakers and plan a

study group which is scheduled to start in the Spring of 1965. One course being considered is Railway Signaling.

Marple is now enrolled in two similar study groups: (1) Control System of PSIC Cars, and (2) The Digital Computer As An Engineering Tool. He has previously completed a course on Railway Traction Motor Application And Performance.

On May 14, he presented a paper titled, "Wheel Thermo Scanner" before the Cincinnati meeting of the AAR Signal Section.

Future Seems Bright For Railroad Industry

The census bureau forecasts a population increase by 1980 of as much as 70 million. Present records show a birth every 7½ seconds, a death every 17 seconds. Immigration exceeds emigration by over 15 to 1. In 15 years there will be 20 million new households in America, more than one-third again the number existing today.

(Continued on page 7)

Cardion Gets Air Force Contract

Cardion has recently received a contract from the Air Force Electronic Systems Division to develop and manufacture 100 Runway Visual Range Computing Sets.

Runway Visual Range (RVR) equipment is extremely useful to a pilot when landing or taking off under instrument conditions. The equipment involves two major parts, a Transmissometer and a Runway Visual Range Computing Set. Cardion is supplying the latter.

The Transmissometer consists of a light source and a receiver spaced about 500 feet apart along the runway, usually in the touchdown area. The intensity of the light source is varied depending upon the ambient light intensity and the light transmission. The receiver contains a free running pulse generator with a bias control operated from a photo cell. This adjusts the pulse rate depending on the intensity of the light received from the source. The Transmissometer's pulse output is fed to the input of the RVR Computing Set, which calculates the visibility in feet along the runway once every minute. This figure appears on a display unit which is often located in the airports' control tower.

In computing the visibility, the ambient light intensity is subtracted from the data received. The resulting information is then compared with stored tables in the computer to determine the visibility. This is read out on a numerical display which may be remotely located from the computer equipment. The RVR set also computes the average visibility from the past ten minutes and in dicates the visibility trend for controllers and pilots information.

All solid state circuitry is used in the RVR Computing Set to insure maximum reliability and to meet rigid military specifications. Air Force Systems Command procedures are used to insure that all auxiliary and related equipment, material, and services are supplied at proper times for smooth incorporation of the new equipment into Air Force operations.

By means of the RVR value relayed to him by Air Traffic Control, the pilot can anticipate the visibility conditions he will find on the runway. He can then plan takeoffs and landings under Instrument Flight Rules (IFR) with positive assurance. The Cardion RVR equipment also provides a practical means of establishing operating minimums for instrument runways under all kinds of weather and light conditions.

Tempting Ham Dinner Easy To Prepare

Delicately spiced fresh Bartlett pear halves complement a husky broiled slice of ham in this elegant, easy-to-fix main dish. Warm some rolls and toss a salad while the ham is broiling. With a made-ahead dessert, dinner's on the table in a jiffy.

HAM WITH SLICED PEARS

1 cup sugar
1 cup water
½ cup vinegar
1 stick (3 inches) cinnamon*
1 teaspoon whole cloves*
4 pieces (½ inch each) ginger root*
6 fresh California Bartlett pears
1 slice (2 lb.) center cut, ready-to-eat-ham

Combine all ingredients except pears and ham in large saucepan; bring to boil. Pare, halve and core pears. Add to hot syrup and cook gently, turning occasionally, until fork-tender. Remove from heat. Cover and cool in syrup overnight. Brush ham with syrup. Broil, turning once and basting, to brown both sides. Stud pears with cloves and serve with ham. Makes 12 pear halves.

* *Or ½ teaspoon ground cinnamon and 1/4 teaspoon EACH ground cloves and ground ginger.*

In Memoriam

From our roll of RETIRED employees:

George J. Shannon May 6

"Goggles" Prevent Injuries!

Charles Kinsey, a grinder in our foundry, is one fellow who'll tell you to wear safety glasses—and he knows why.

He was working on a casting when the wheel suddenly became lodged in a crevice, freed itself and was thrown upward hitting the edge of Charlie's safety glasses. Result: a slight abrasion above the eyebrow and a "shiner" for a few days.

Here again, the wearing of safety glasses made the big difference between a serious eye injury and a minor bruise.

FOR SALE

Camping trailer – off the ground model—suitable for five or six people. William Gardner, Caledonia KE 8-6421.

9' x 9' poleless umbrella tent that can be used to connect with station wagon, $40. Lawnsweeper, $12. Two burner gas hot plate, $5. Alice De Witt, ED 4-2487, or Ext. 268.

Grape grinder and presser. Make offer. Joseph C. Gelsomino, WA 6-5063 or Ext. 413.

Used table tennis table. U.S.T.T.A. approved for tournament play. Call Janet Guilfoos, Ext. 352 or ID 6-8086.

German Shepherd puppies. Pedigreed, AKC registered. Available June 14th. Colors are sable, black with silver. Price is reasonable. Call William Taylor, Ext. 259.

Plan your landscaping now. Choice of beautiful ornamentals and blue spruce. Special prices on white spruce – if you dig your own. Harvey Ainsworth, Ext. 436.

Future Seems Bright For Railroad Industry

(Continued from page 6)

More people and more households can mean only more transportation to supply the goods and services people will need and the luxuries they will want. The railroads' role in supplying this growing economy is limited only by the imagination of their leaders, and . . . never has our industry been blessed with more progressive leadership.

J. Handly Wright, Vice President, Association of American Railroads

Cancer Can Be Cured -- Act!

Early cancer detection can mean the difference between life and death! You can be your own detective by keeping in mind–THE SEVEN TRUTHS ABOUT CANCER.

1. Most cancers are curable . . . if detected EARLY and given PROMPT treatment.

2. Cancer is NOT contagious or hereditary.

3. Cancer in women is easily detected and cured, if recognized EARLY.

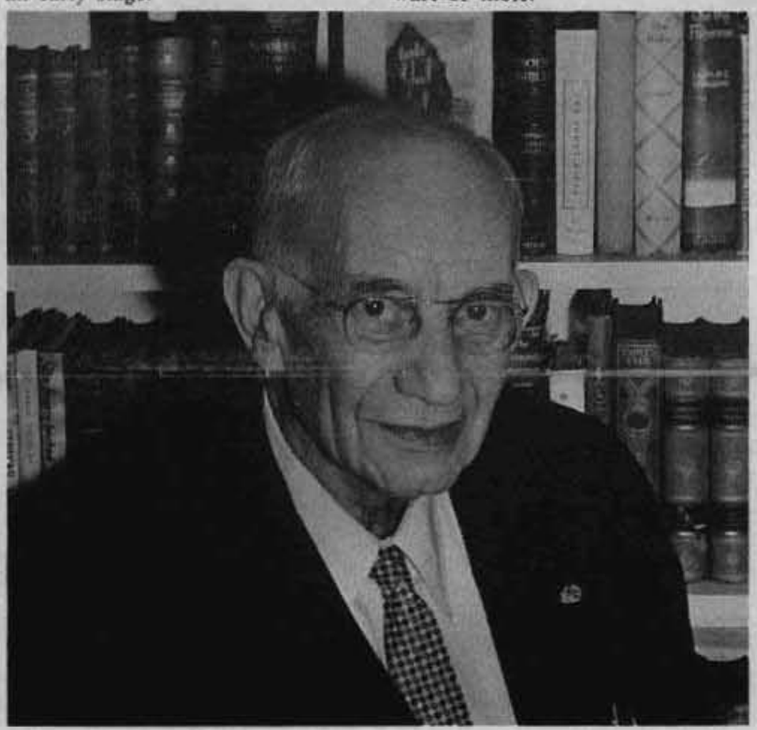
4. Lung cancer is a leading cause of death in men. A periodic CHEST X-RAY will detect it at an early stage.

5. Cigarette smokers are known to develop cancer more readily than non-smokers.

6. Cancer can be cured only by surgery, x-ray, and radium.

7. Be alert to the following and have regular physical examinations to insure greatest protection:

a) Unusual bleeding or discharge b) A lump or thickening in the breast or elsewhere, c) A sore that does not heal, d) Persistent change in bowl or bladder habits, e) Persistent indigestion or difficulty in swallowing, f) Persistent hoarseness or cough, g) Changes in a wart or mole.



S. N. Wight Honored!

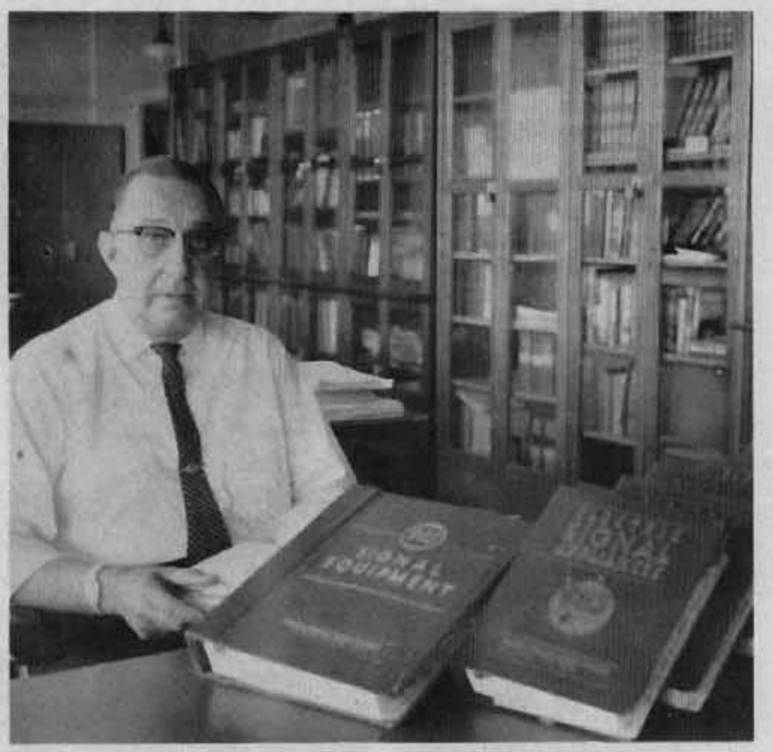
The great and the near great are being considered for the Transportation Hall of Fame which has been erected at the New York World Fair. Original nominees numbered 400. The Hall of Fame Steering Committee pared this to 75. An election will choose 30 of the 75.

S. N. Wight, a distinguished GRS retiree, is on the list. The brief material accompanying his name reads–"Inventor of centralized traffic control for railroads. He has also made outstanding contributions to railroad signaling systems."

Some other illustrious names on the list are: Matthias Baldwin, William Boeing, DeWitt Clinton, Ole Evinrude, Henry Ford, Robert Fulton, Charles Kettering, Charles Lindberg, Edward Rickenbacker, Admiral Hyman Rickover, Orville and Wilbur Wright.

After graduation from Hiram College he started as a draftsman for the Lake Shore and Michigan Southern Railway in 1904, and was later promoted to signal inspector. He joined GRS as assistant commercial engineer in 1910, later working his way up to the position he held at the time of his retirement, engineer of train operation.

He held over 90 patents ranging from basic railway signal devices and systems to airway traffic control systems.



Old Catalog Nears End Of Trail

The "old catalog" is about to go. We mean, of course, the original GRS catalog, first started way back in 1911. It soon grew to a hefty set of six loose leaf binders, weighing in at about 25 pounds.

In 1955, it was decided that the old catalog was getting too full of obsolete and seldom ordered items. Besides, it was becoming so complex that only an expert could find his way in it.

Bill Derrick, of our Advertising Department, took on the job of planning a new, streamlined catalog–the one we use today. Cut to just two binders, in the popular 8½ by 11-inch page size, the new catalog is simply organized, one volume for assemblies, the other for parts. The old time "plate numbers" have been dropped, and instead everything is assigned a catalog number, just like the modern mail order catalogs.

During the changeover period, our customers had to keep the old catalog on hand too until we could cover all the necessary items in the new catalog. Now, the last holdover, a few copper-oxide rectifiers, are about ready to go into the new catalog. As soon as the new rectifier section is finished, the old catalog will be declared officially dead.

GENERAL RAILWAY SIGNAL COMPANY
A UNIT OF GENERAL SIGNAL CORPORATION
P.O. BOX 600 ROCHESTER NEW YORK 14602

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Bulk Rate
U. S. POSTAGE
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Permit No. 955

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